VI. PEDESTRIAN ACCESS. CONTROL AND PROTECTION

When the work area encroaches upon a sidewalk, pedestrian walkway or cross walk area, special considerations must be given to the pedestrian's safety. A maximum effort must be made to provide and maintain an accessible, safe, clearly defined and convenient pedestrian way separate from the work area. (Figure VI- 1)

Protective barricades, fencing, and bridges, together with warning and guidance devices and signs, shall be utilized so that the passageway for pedestrians is wheelchair accessible, safe and well defined. Whenever pedestrian walkways are provided across excavations, they shall be provided with suitable handrails. Foot bridges shall be safe, strong, free of bounce and sway, free of cracks, holes, and irregularities that could cause tripping. Wheelchair accessible ramps shall be provided at the entrance and exit of all raised footbridges.

Adequate illumination and reflectorization shall be provided during hours of darkness. All walkways shall be maintained at least 4 feet wide with 7 feet wide pullouts every 75 feet except in areas of unusually heavy pedestrian traffic such as business districts, where the minimum width should be 8 feet. A pullout is defined as an area where one wheelchair can pass another wheelchair in the opposite direction. Pedestrian access to recommended school walking route crossings shall be maintained at all times.

Where walkways are closed by construction, a wheelchair accessible alternate walkway shall be provided, preferably within the planting strip area. Where it is necessary to divert pedestrians into the roadway, barricading or channelizing devices shall be provided to separate the pedestrian walkway from the adjacent traffic lane. Temporary curb ramps shall be provided to maintain wheelchair accessibility. At no time shall pedestrians be diverted into a portion of the street used concurrently by moving vehicular traffic.

At locations where adjacent alternate walkways cannot be provided, appropriate signs shall be posted at the limits of construction and in advance of the closure at the nearest crosswalk or intersection to divert pedestrians across the street. A flagger shall be required on arterials to assist pedestrians across the street at nonsignalized intersections.

To prevent visually impaired people from inadvertently entering a closed area, physical barricades shall be installed to prevent passage. All pedestrian walkways shall be wheelchair accessible at all times. Pedestrian access shall be maintained to all properties adjacent to the construction site.

Where required by Special Provisions, fixed pedestrians ways (of fence and canopy type as illustrated in Figure VI-3) shall be considered and shall include the following:

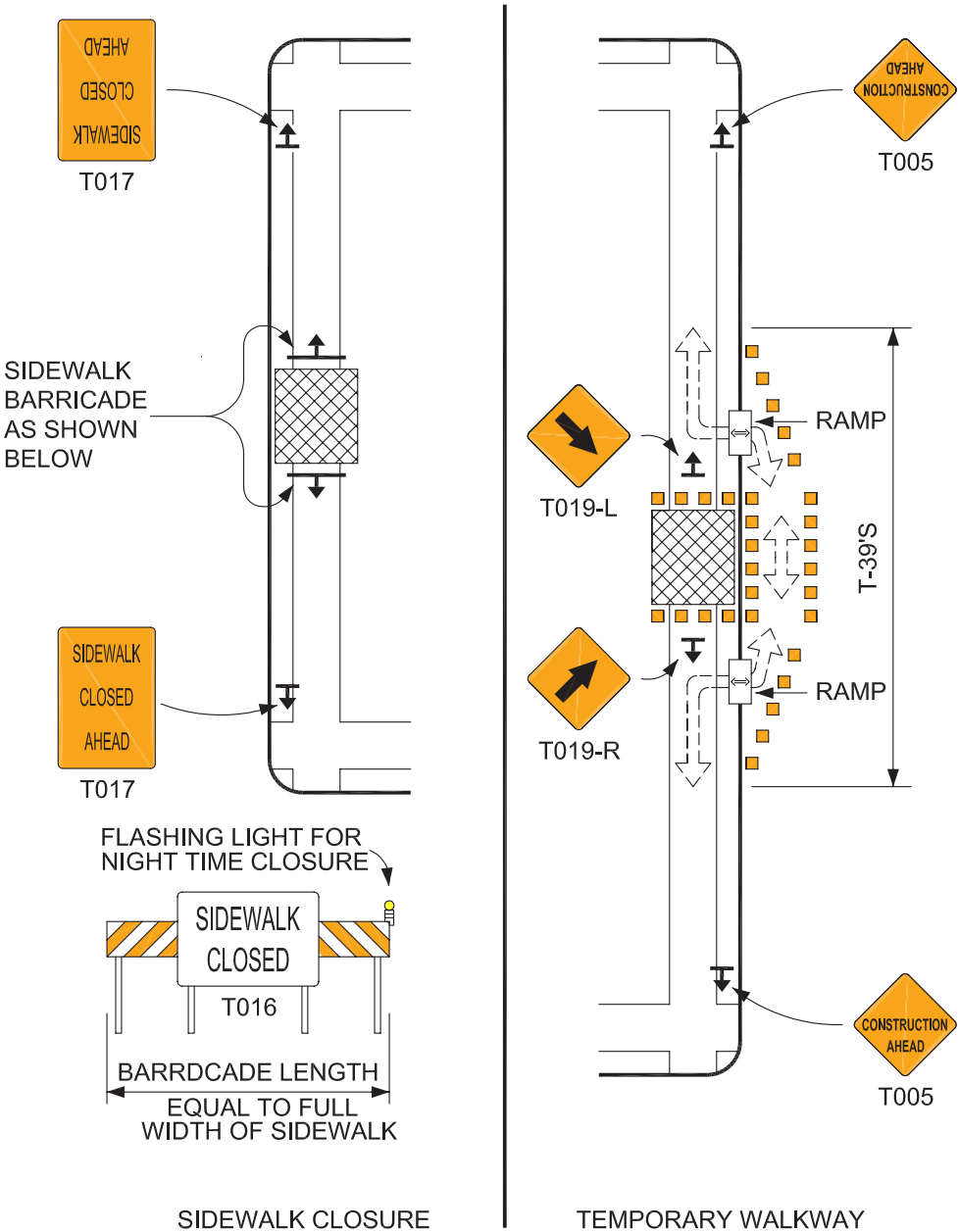
1. The traffic approach end of the barricade shall have a fixed handrail extending from curb to outermost side of the pedestrian walkway. The area from the handrail to approximately the bumper rail shall be covered and marked with standard 45 degree angle orange and white reflectorized markings sloping downward on the side on which traffic must pass. The area of this panel shall have a minimum of 4' x 2' reflectorization.

2. A high level warning board with minimum height of 2 feet and width equal to that of the walkway shall be mounted above pedestrian walks on all traffic approaches. The warning board shall be stripped with the standard 45 degrees angle orange and white markings sloping downward on the side on which traffic must pass.

3. Yellow warning lights shall be mounted on 20 foot centers along the traffic side of the barricade. They shall be installed approximately 8 feet above the roadway surface.

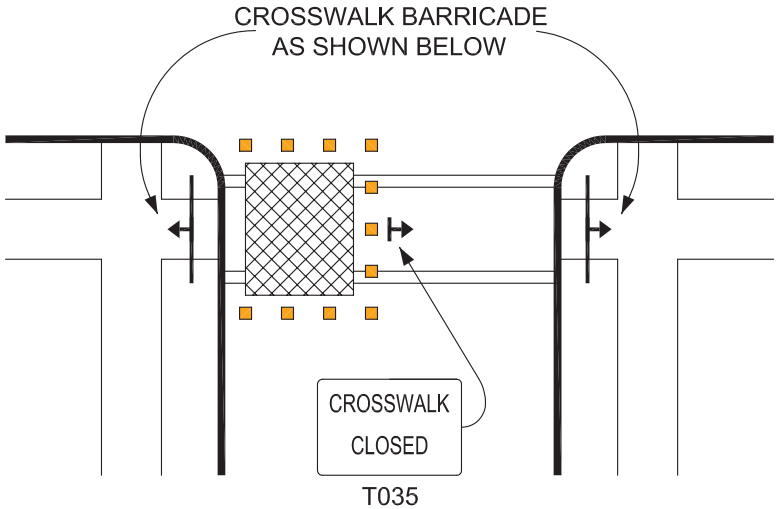
4. A continuous 2" x 12" bumper guardrail should be mounted on the street side of the structure at a height of 10" from the pavement to the bottom of the rail.

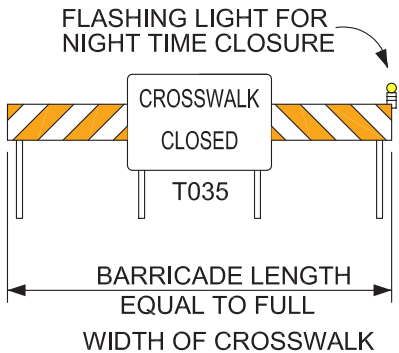
5. The street side of a walkway shall be 3’6” foot high from the bottom of the walkway, plus or minus 6”, excepting structural members, for security concerns.



PEDESTRIAN CONTROL

FIGURE VI-I



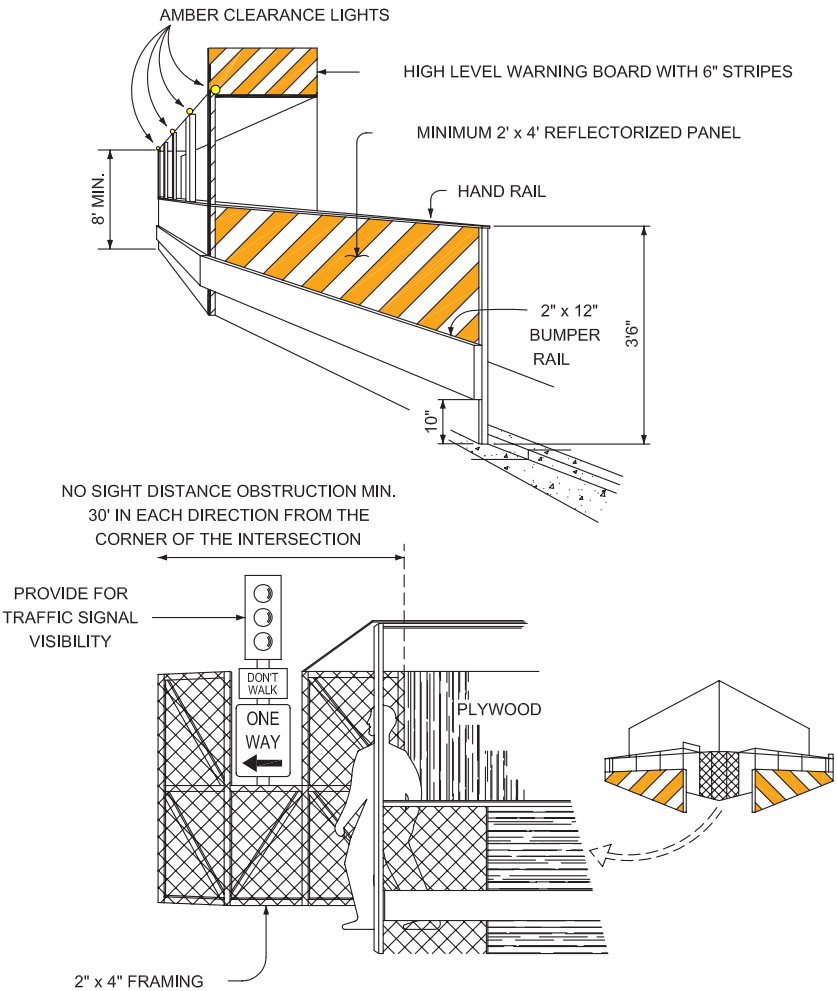


CROSSWALK CLOSURE

PEDESTRIAN CONTROL

FIGURE VI-2

NOTE : INTERIOR ILLUMINATION FOR PEDESTRIANS
SHALL BE PROVIDED



PEDESTRIAN PROTECTION

FIGURE VI-3

VII. BICYCLE ACCESS

Bicycles may legally use both street and sidewalk, and need to be considered under both conditions. When work encroaches upon a bike lane, bike trail, or a road or sidewalk commonly used by bicyclists, as identified on Seattle Transportation's "Seattle Bicycling Guide Map", a maximum effort must be made to provide and maintain a safe, clearly defined and convenient bicycle way separate from the work area. Closing a bike lane requires the signage and traffic control as does a motor vehicle use lane. The contractor shall not force a cyclist into an unsafe condition, such as grating, uneven pavement, debris, or an abrupt stop within moving traffic, as part of his traffic control. The contractor shall not install "Bicyclists dismount " signs at the closure of a bike lane, but shall use advance signage that the bike lane is closed at a place where the cyclist can modify their route if need be. Bike lanes and other identified bike routes, notably sidewalks on bridges, shall be kept free of obstructions. If this is not possible, safe access shall be provided within the existing moving lanes, with proper advanced warning of the bike lane or route closure.

Bike trails, notably Burke Gilman Trail, need to have proper signing and traffic control equipment used. A bike trail shall be maintained at a minimum of 8', and if this width cannot be provided, flagging and/or an approved detour route shall be required.

VIII. DETOURS AND STREET CLOSURES (Figure VIII-1)

Several elements, in addition to those indicated in Chapter I, are involved whenever it is deemed necessary before or during the course of a project to close an existing street and create a detour.

A. Permission and Notification

Notification shall be given to and permission obtained from Seattle Transportation, Traffic Management Division, as outlined in Chapter II of this Manual. The Contractor or Utility shall submit detour schedules and diagrams showing the steps required to maintain the detour during each phase of construction and showing the type, number and placement of all traffic control equipment. The submittal shall include a tentative schedule indicating when specific signs, barricades and pavement markings will be activated and deactivated.

B. Detour Requirements

All detours shall meet the following requirements in addition to any specified by the Traffic Engineer as being necessary for a particular project:

1. The detour shall be as simple and direct as possible.
2. No turns shall be used on the detour other than those required to leave or enter the closed street or the parallel detour route.
3. Streets less than 36 feet in width shall be used for detouring only one direction of traffic unless parking on one or more sides restricted.